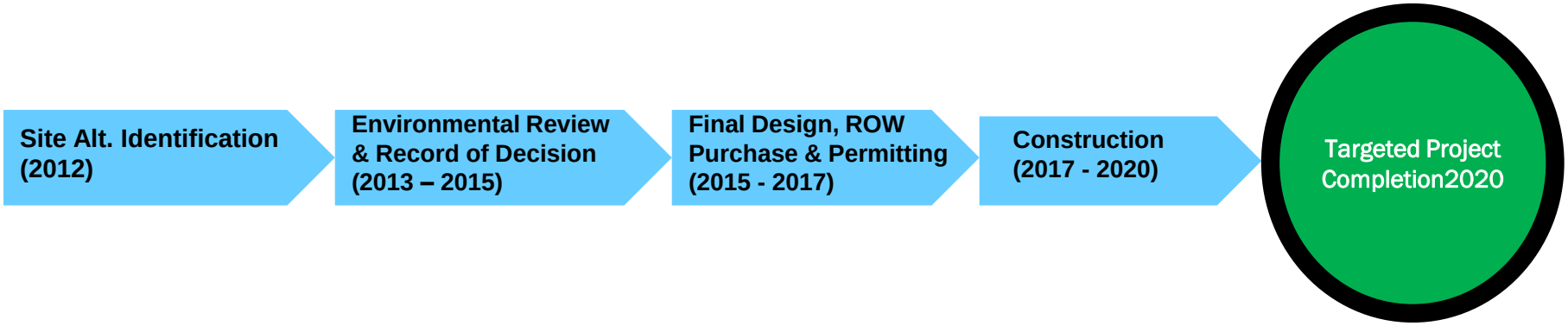
Link OMSF: Sound Transit Board Briefing

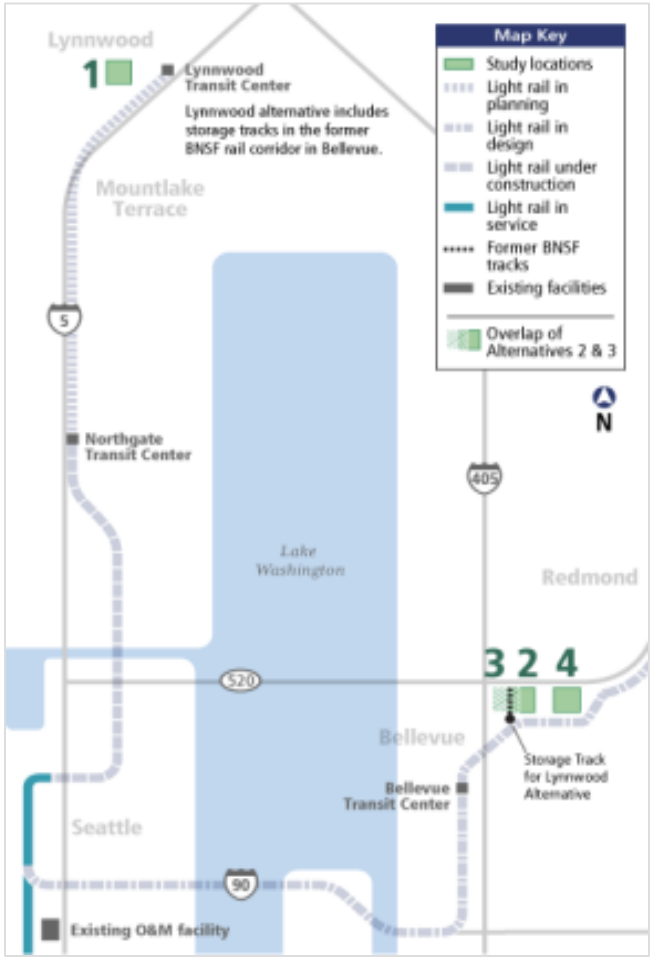
June 23, 214

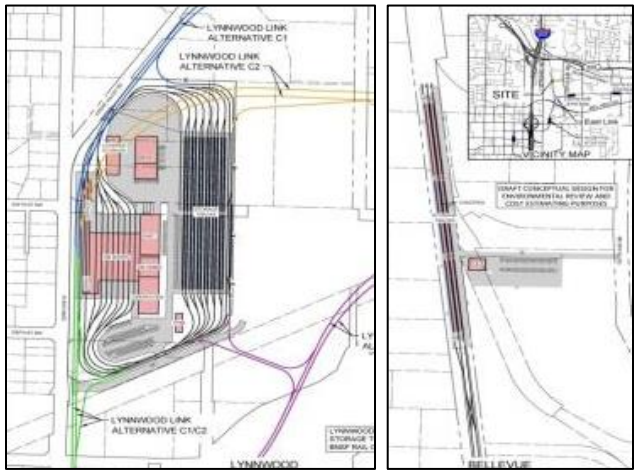
Schedule and Presentation Outline


Site Alt. Identification (2012)
Environmental Review & Record of Decision (2013 – 2015)
Final Design, ROW Purchase & Permitting (2015 - 2017)
Construction (2017 - 2020)
Targeted Project Completion2020

- Review of site alternatives
- Site modifications
- Project schedule

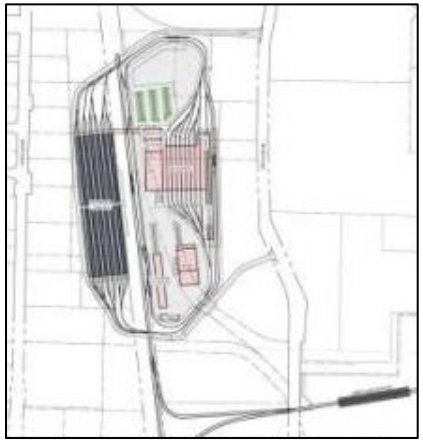
OMSF Site Alternatives



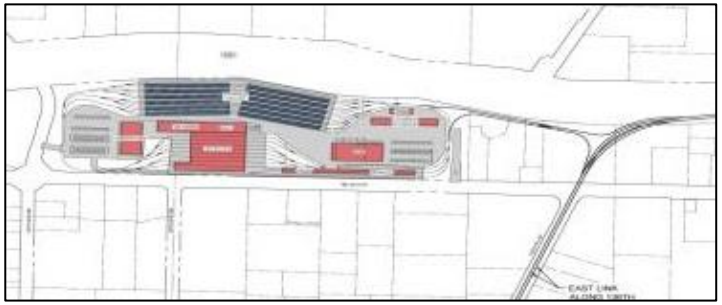


1: Lynnwood/BNSF Storage Tracks

2: BNSF



3: BNSF Modified



4: SR520

OMSF Siting Process and Evaluation

1 C-1: Existing OMF, Seattle
2 E-6: Dearborn St and Rainier Ave S., Seattle
3 Paine Field area west of Everett Mall, Everett
4 N-1: 52nd Ave SW and SW 208th St, Lynnwood
5 Alderwood Mall, north of I-5, south of 184th St SW, Lynnwood
6 N-2: 220th St SW and I-5, Mountlake Terrace
7 N-3: 236th St SW and I-5, Mountlake Terrace
8 Nile Shrine Golf Course, Mountlake Terrace
9 Fircrest Residential Habilitation Center, Shoreline
10 Metro North Bus Base, Shoreline
11 E-1: 116th Ave NE and NE 20th St, Bellevue
12 E-2: West of BNSF, Bellevue
13 E-3: South of SR 520, Bellevue
14 E-7: SR 520 & I-405, Bellevue
15 E-8: 148th Ave NE and NE 20th St, Bellevue
16 E-9: Metro Bus Facility 120th Ave NE, Bellevue
17 E-10: Metro Bus Facility 124th Ave NE, Bellevue
18 116th Ave NE south of NE 8th St, Bellevue
19 E-5: Redmond, Redmond
20 Microsoft Campus north of SR 520, south of NE 36th St, Redmond
21 Pierce County
Identified by Project Team
Suggested During Scoping
Lynnwood
Overlake Transit Center
N
Map Key
Link light rail and stations

A total of <u>21 sites</u> identified and considered

Project Schedule

Published DEIS for comment	May 9, 2014
Public hearings in Lynnwood and Bellevue	June 3rd & 5th
Comment Period closed	June 23, 2014
ST Board identifies preferred site	July 24, 2014
Phase 2 – PE/FEIS begins	Aug 2014
East Link baseline scope and schedule	Late 2014
Lynnwood Link ROD and FTA engineering authority	Mid 2015
Phase Gate 4 – transfer Lynnwood from PEPD to DECM	Late 2015
Final Design/Construction	2015 to 2020
Facility complete	2020

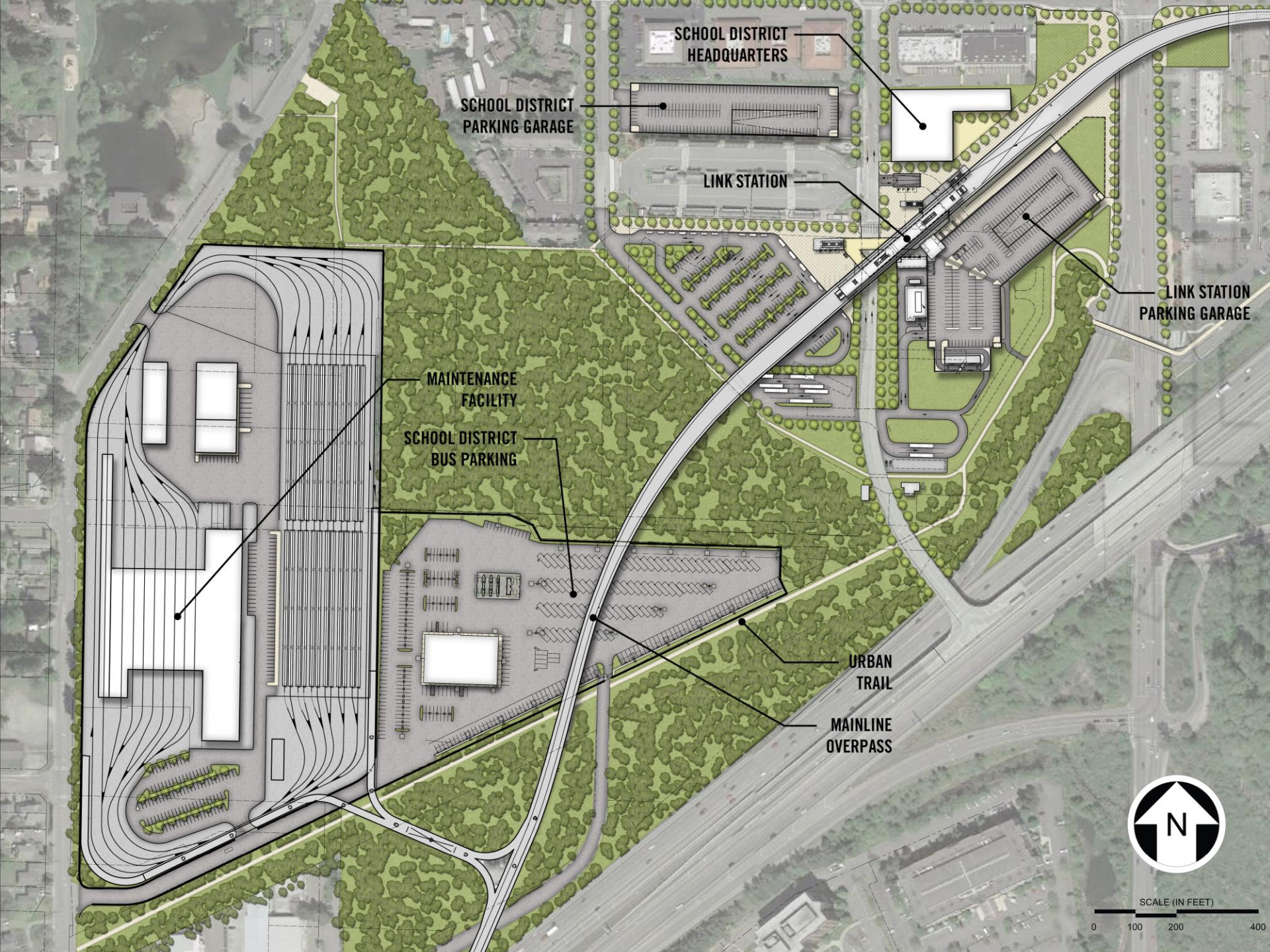
OMSF Site Refinements

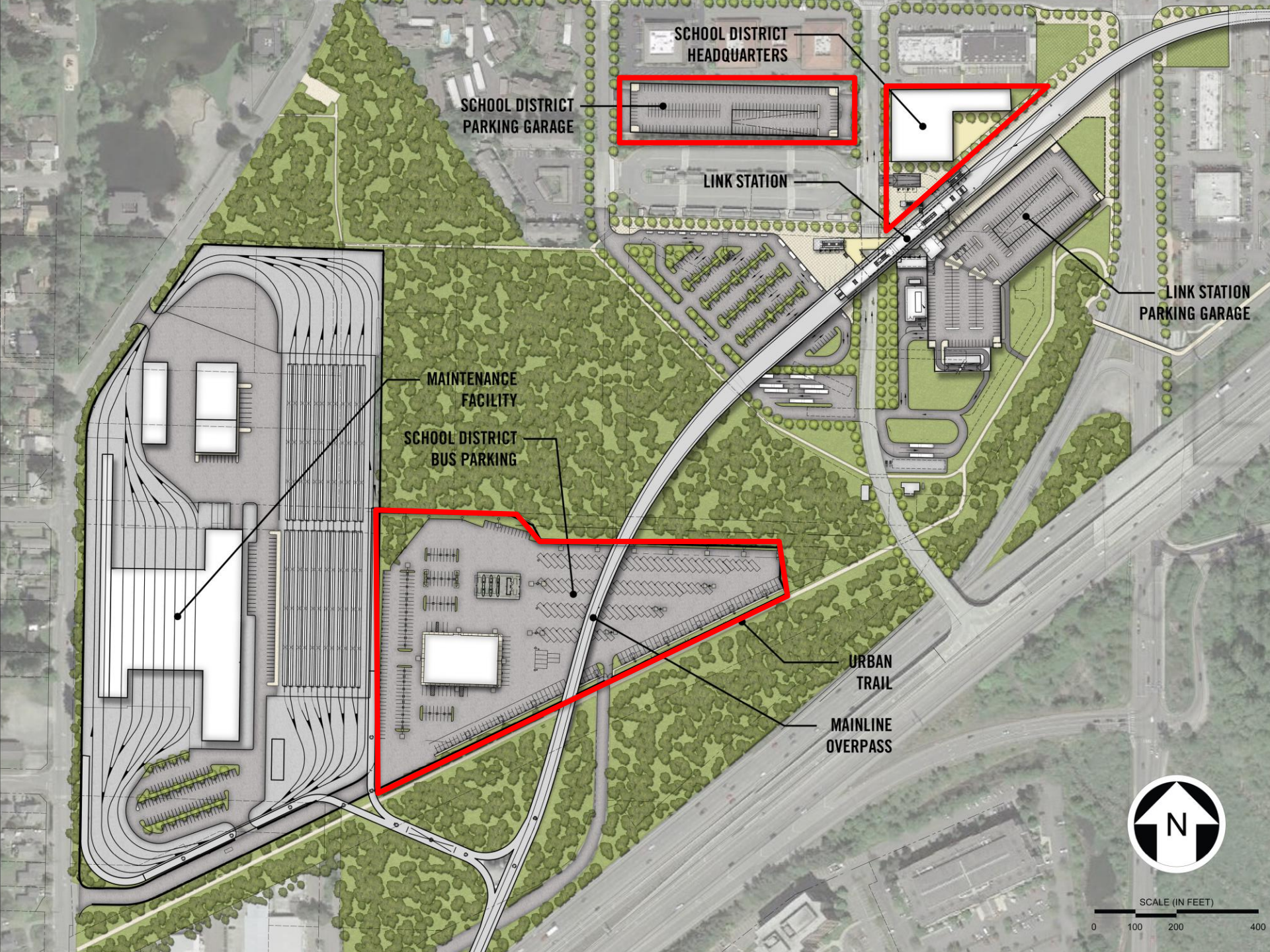
OMSF Site Options

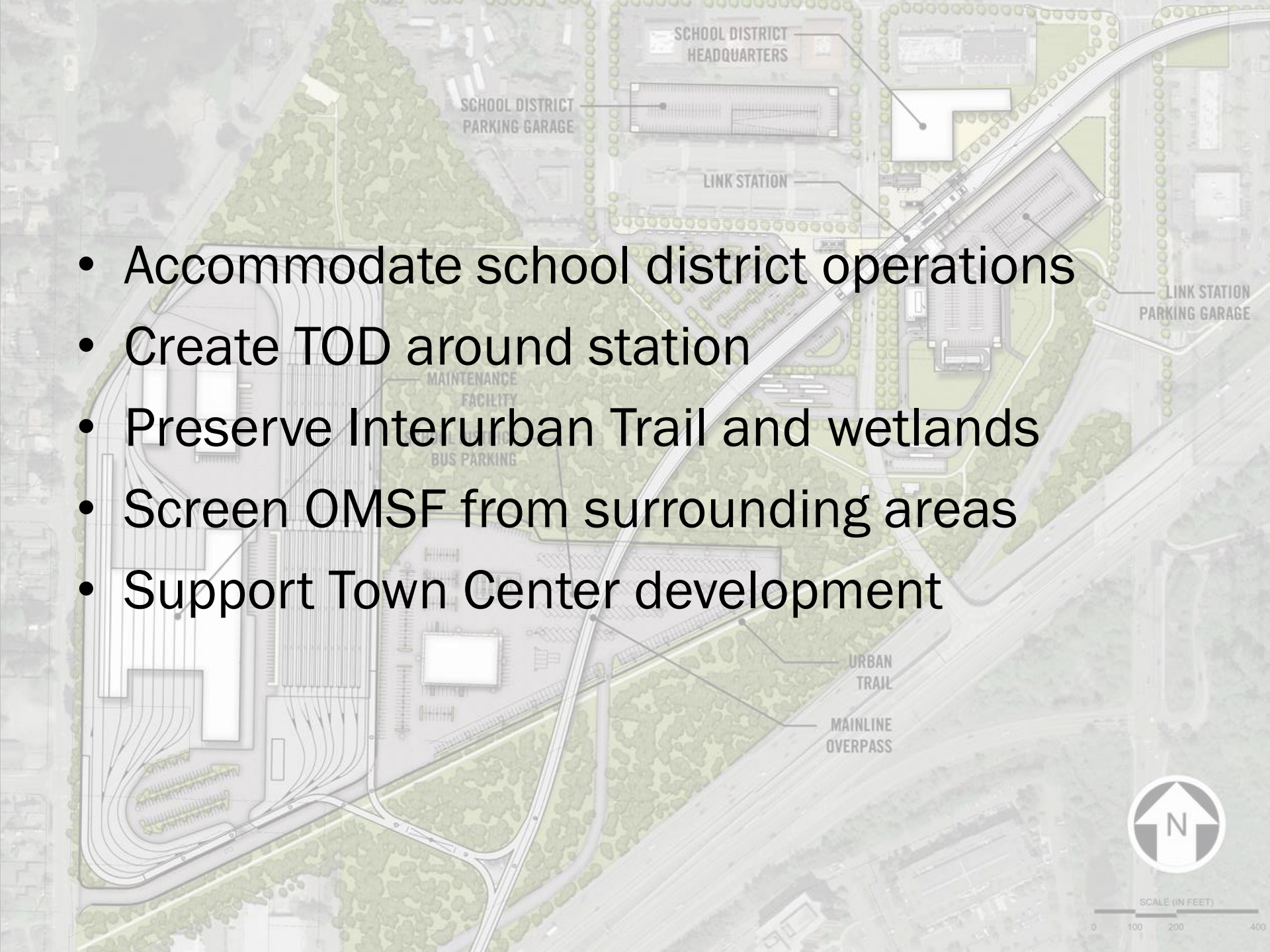
LYNNWOOD SITE

Goals

- Accommodate school district operations
- Create TOD around station
- Preserve Interurban Trail and wetlands
- Screen OMSF from surrounding areas
- Support Town Center development


SCHOOL DISTRICT HEADQUARTERS
SCHOOL DISTRICT PARKING GARAGE
LINK STATION
LINK STATION PARKING GARAGE
MAINTENANCE FACILITY
SCHOOL DISTRICT BUS PARKING
URBAN TRAIL
MAINLINE OVERPASS
N
SCALE (IN FEET)
0
100
200
400


SCHOOL DISTRICT HEADQUARTERS
SCHOOL DISTRICT PARKING GARAGE
LINK STATION
LINK STATION PARKING GARAGE
MAINTENANCE FACILITY
SCHOOL DISTRICT BUS PARKING
URBAN TRAIL
MAINLINE OVERPASS
N
SCALE (IN FEET)
0
100
200
400



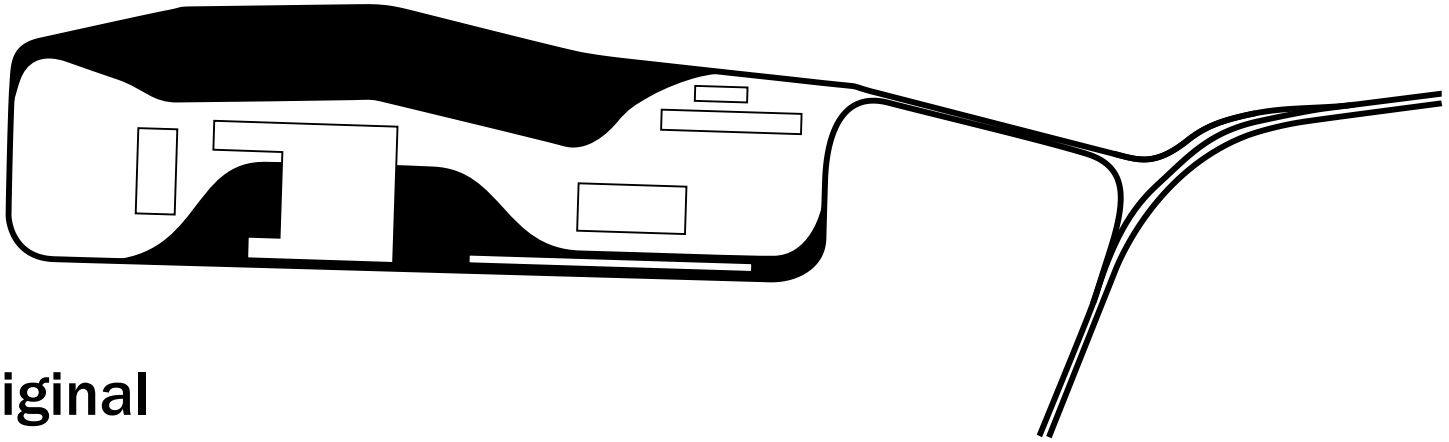
- Accommodate school district operations
- Create TOD around station
- Preserve Interurban Trail and wetlands
- Screen OMSF from surrounding areas
- Support Town Center development

OMSF Site Options

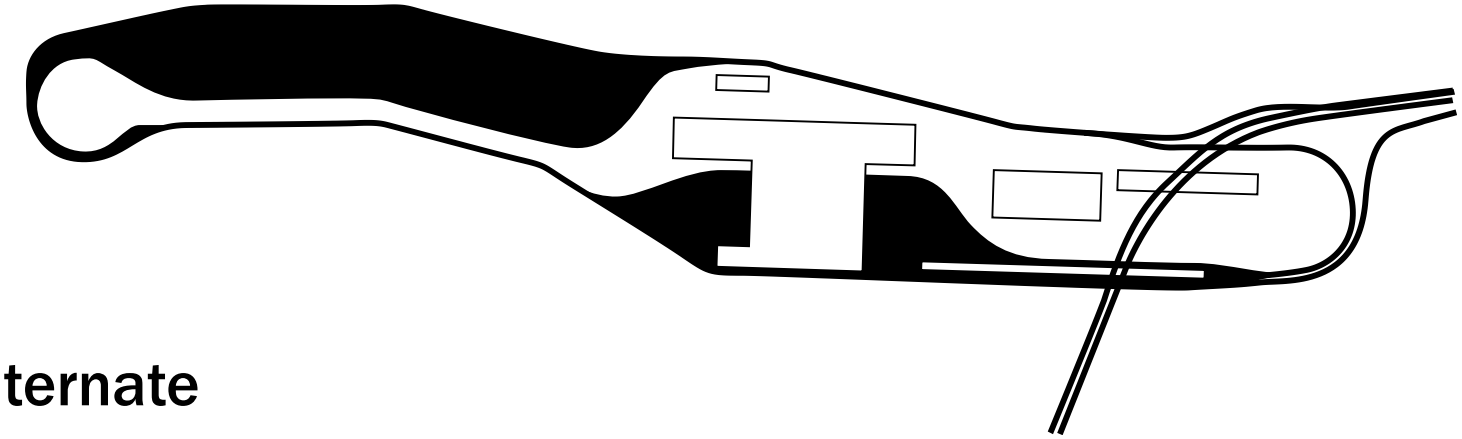
520 SITE

Goals

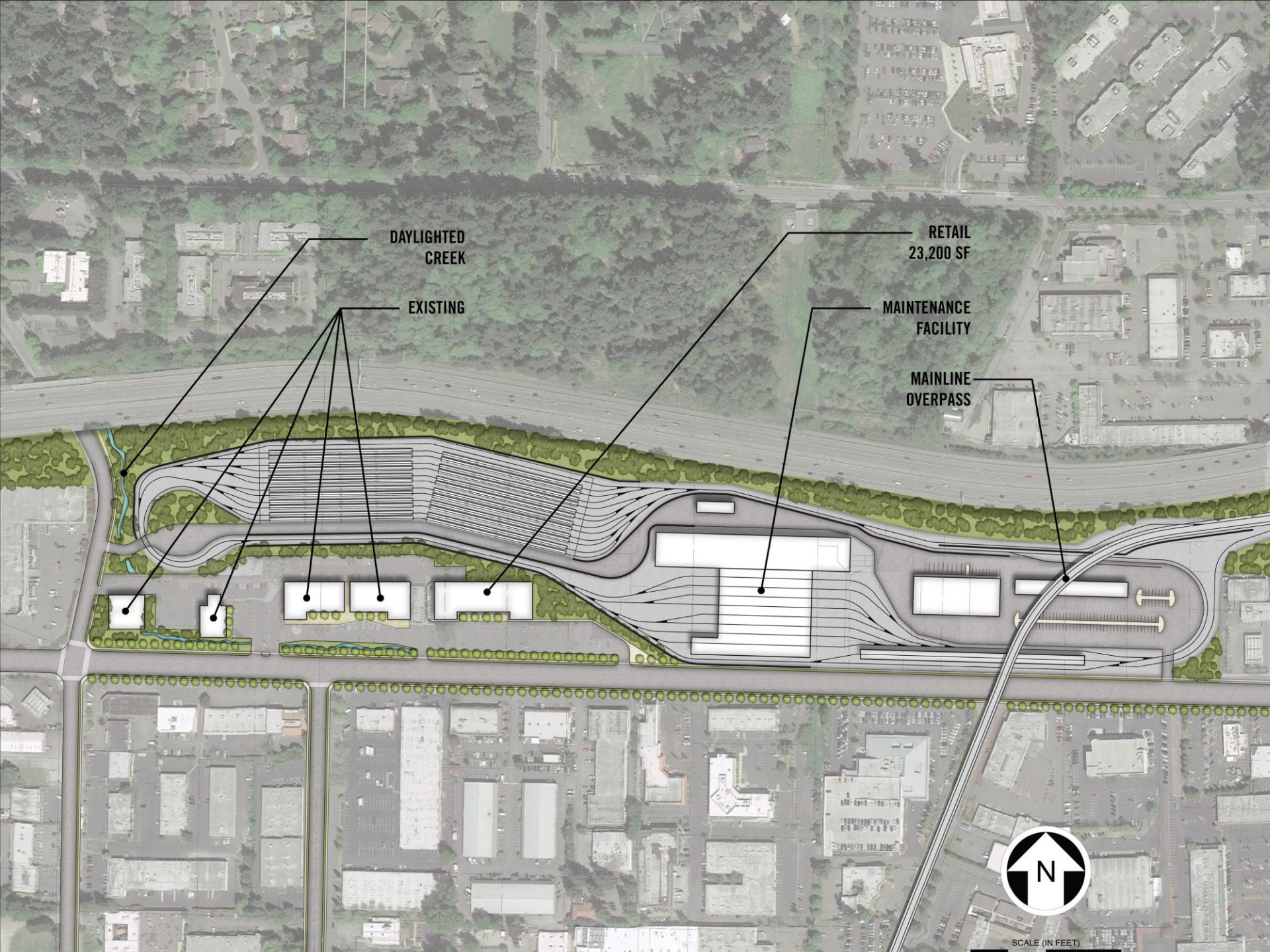
- Minimize displacement
- Minimize height along 20th Ave.
- “Double Load” 20th Ave. retail
- Create gateway to Bridle Trails along 130th Ave.
- Daylight Goff Creek
- Screen OMSF from surrounding areas
- Support Town Center development

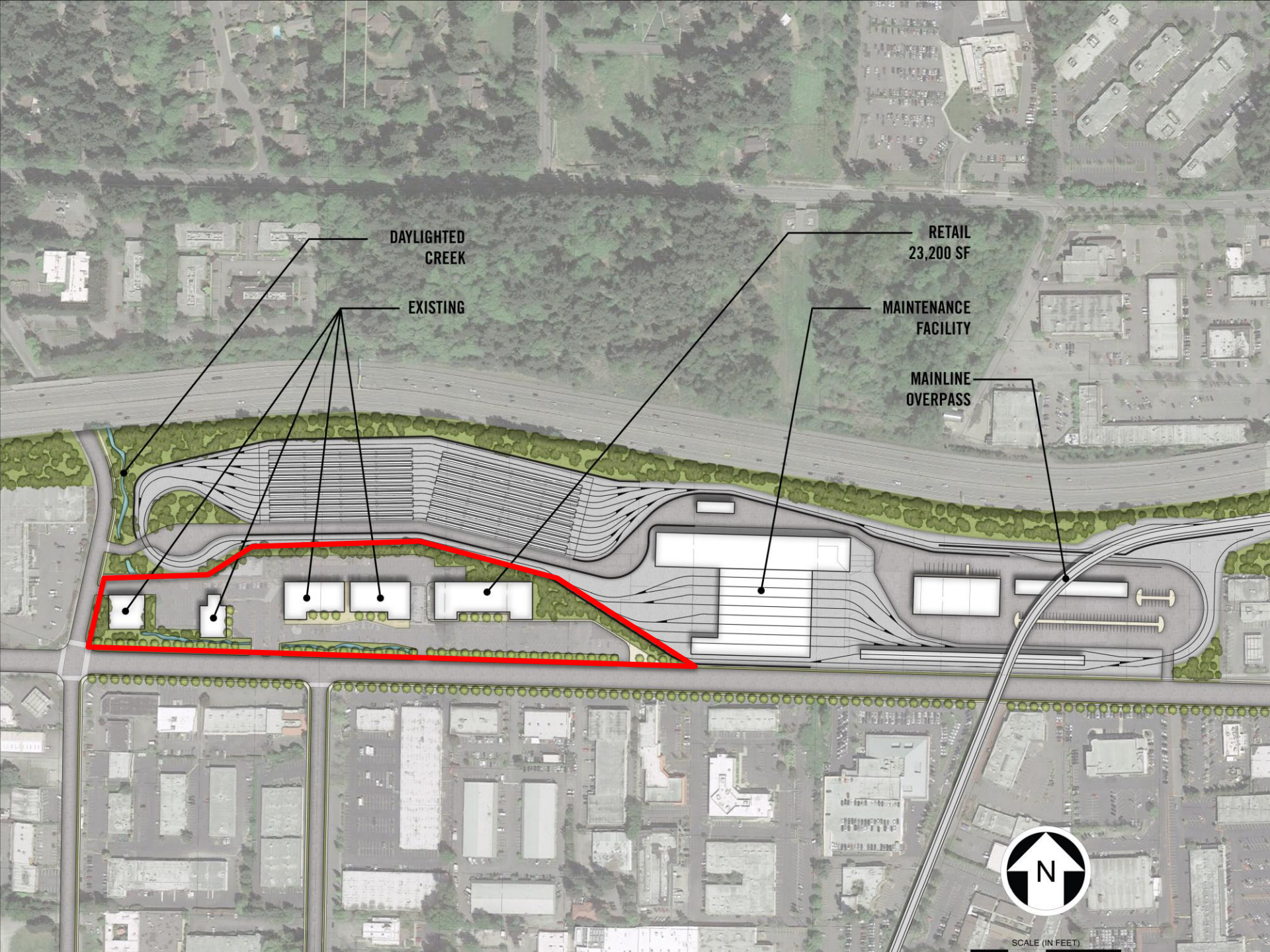


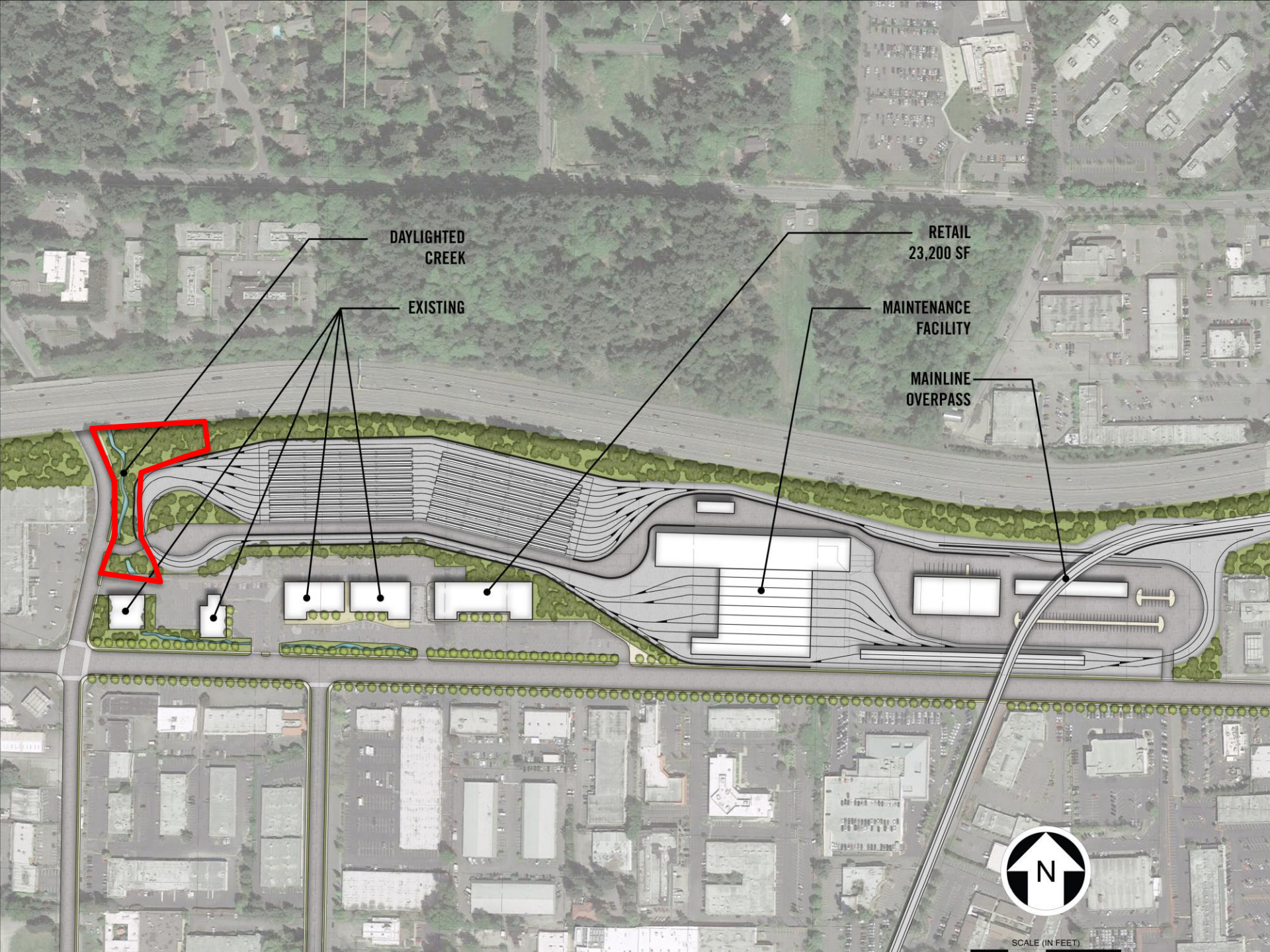
Original

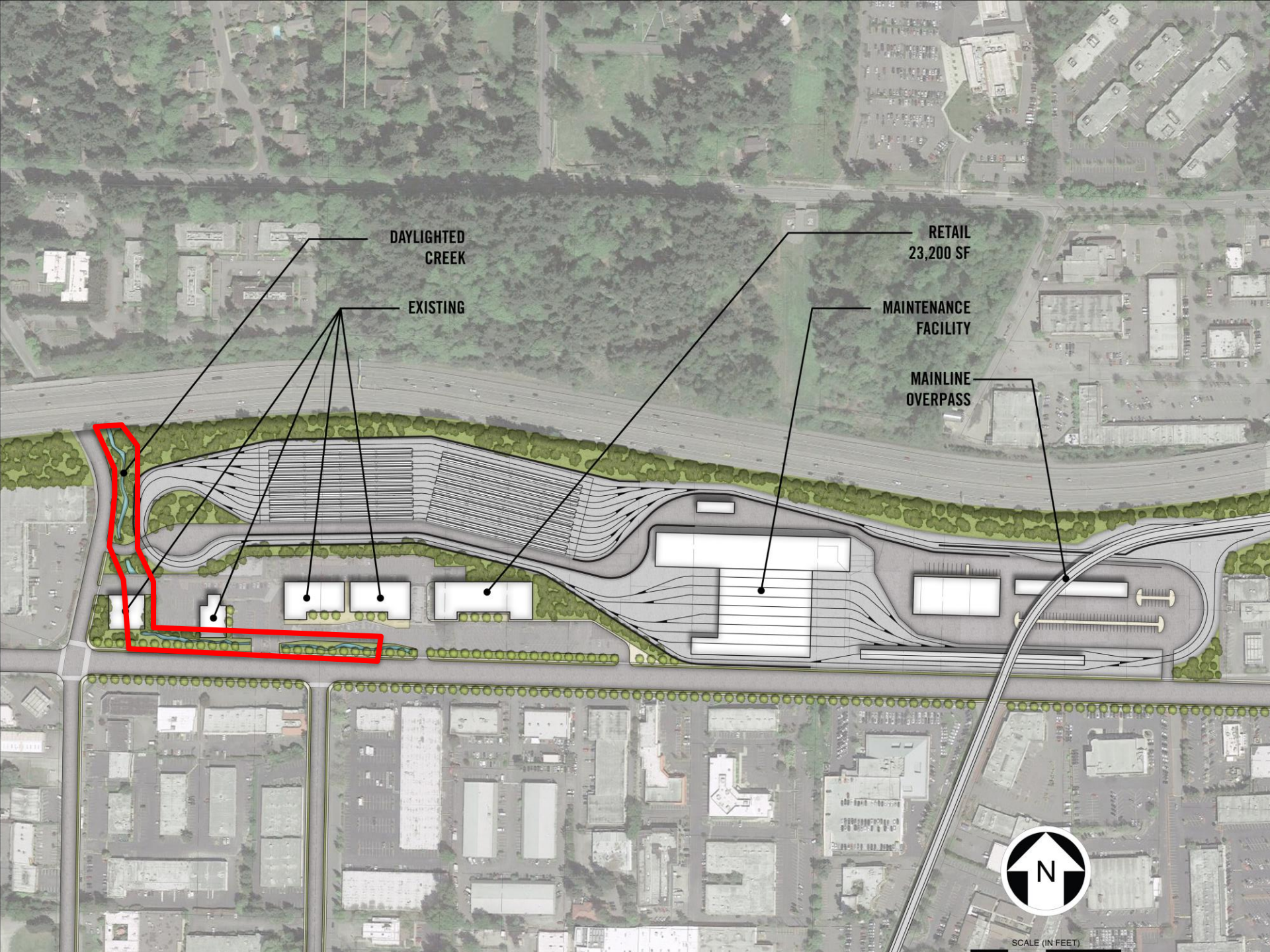


Alternate

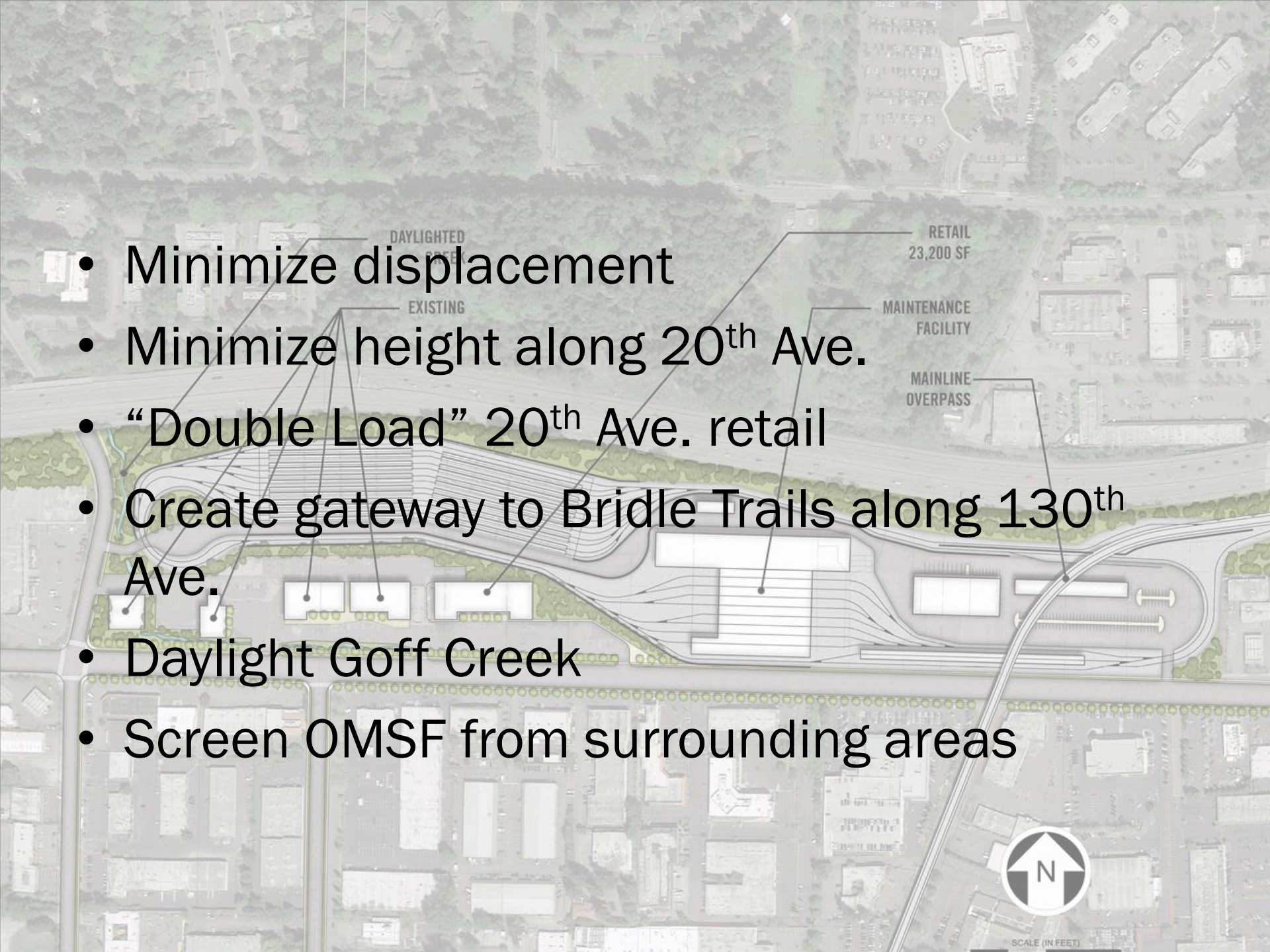

DAYLIGHTED CREEK
EXISTING
RETAIL 23,200 SF
MAINTENANCE FACILITY
MAINLINE OVERPASS
N
SCALE (IN FEET)


DAYLIGHTED CREEK
EXISTING
RETAIL 23,200 SF
MAINTENANCE FACILITY
MAINLINE OVERPASS
N
SCALE (IN FEET)


DAYLIGHTED CREEK
EXISTING
RETAIL 23,200 SF
MAINTENANCE FACILITY
MAINLINE OVERPASS
N
SCALE (IN FEET)

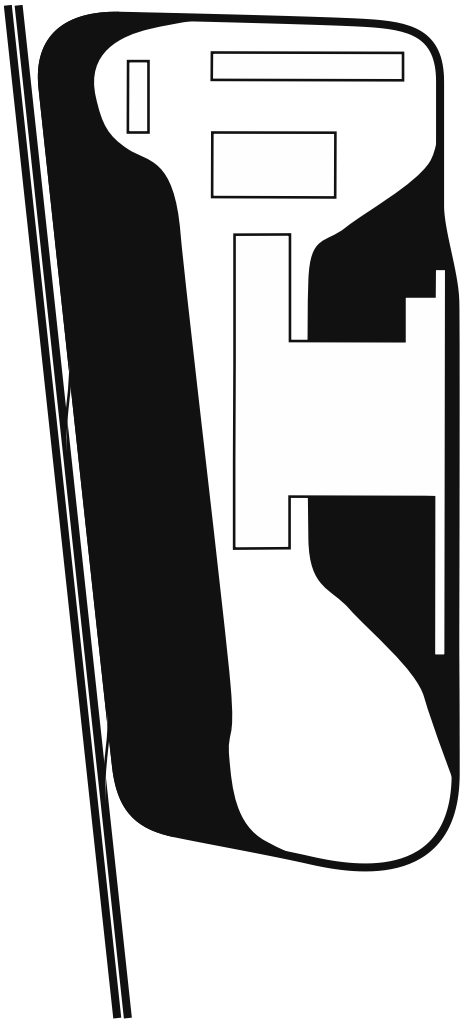

DAYLIGHTED CREEK
EXISTING
RETAIL 23,200 SF
MAINTENANCE FACILITY
MAINLINE OVERPASS
N
SCALE (IN FEET)

- Minimize displacement
- Minimize height along 20th Ave.
- “Double Load” 20th Ave. retail
- Create gateway to Bridle Trails along 130th Ave.
- Daylight Goff Creek
- Screen OMSF from surrounding areas

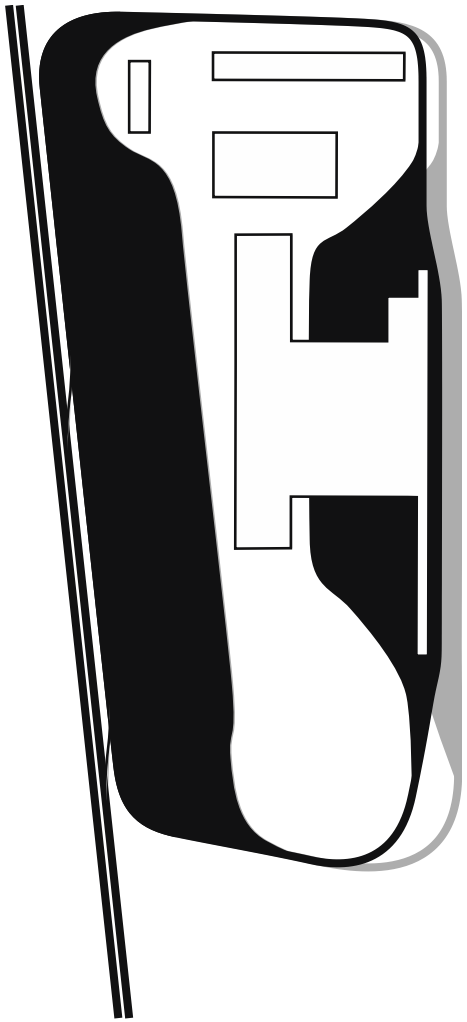


OMSF Site Options

BNSF SITE



Original



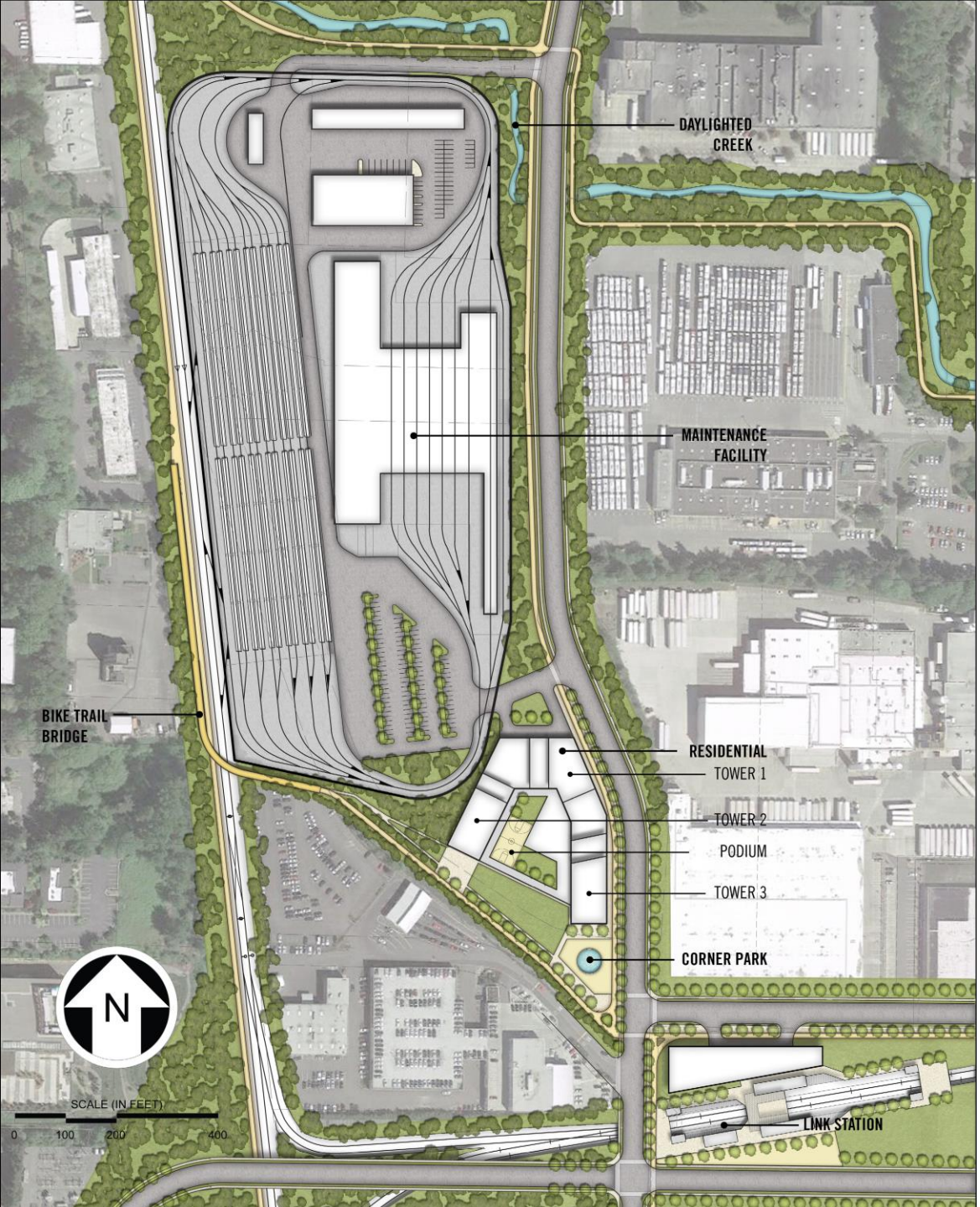
Revised

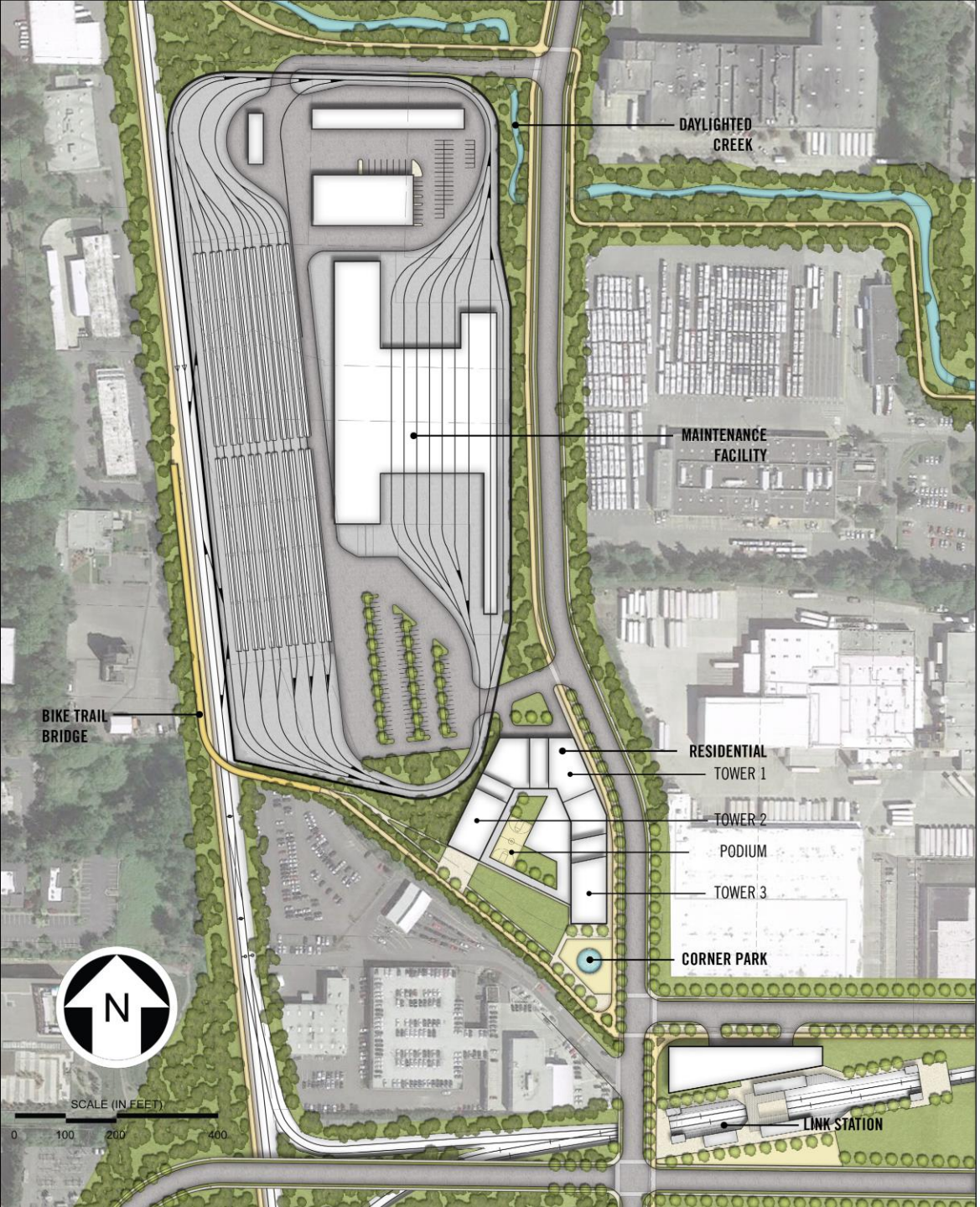
Goals (Bel-Red Plan)

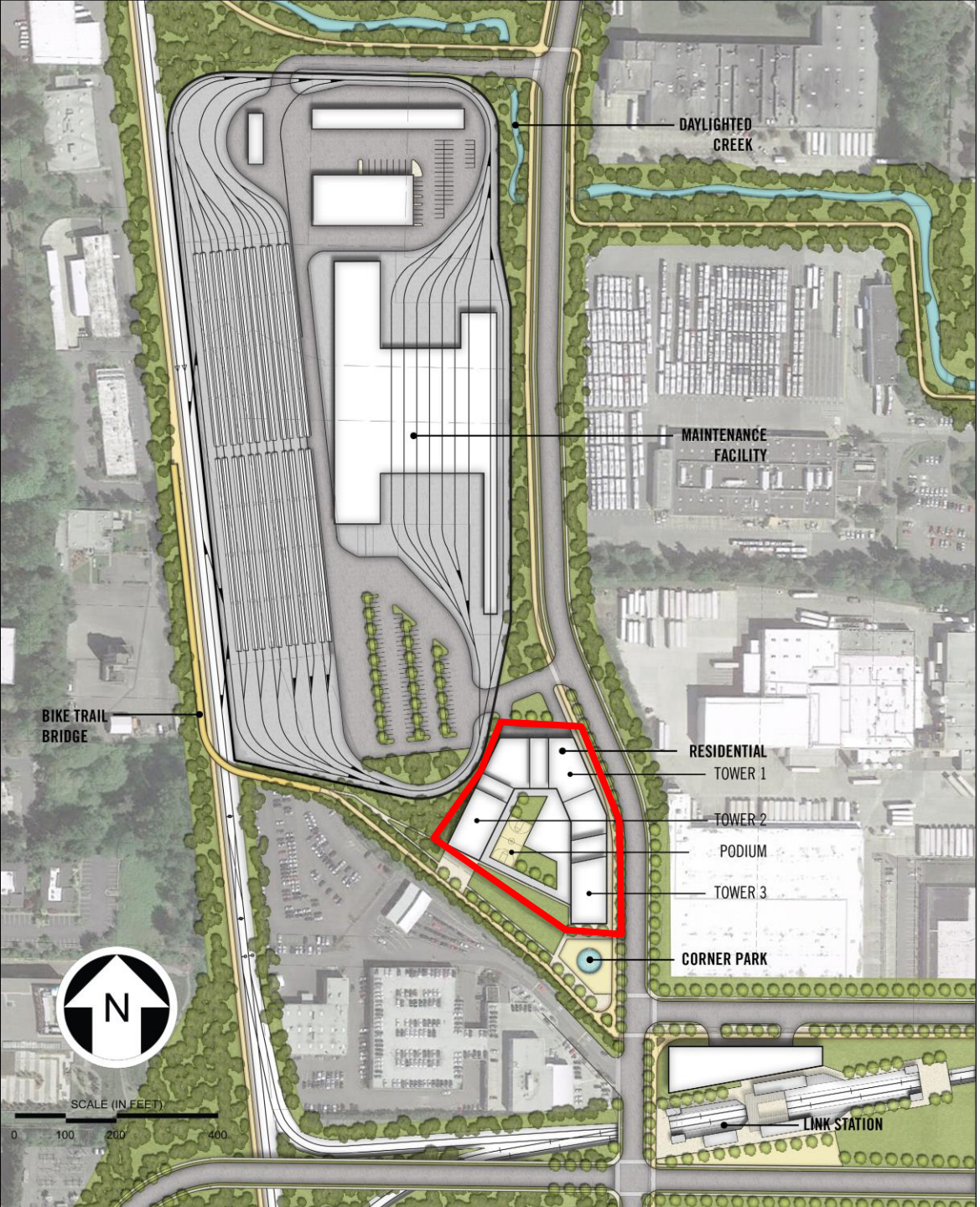
- Thriving economy
- Vibrant, diverse, walkable neighborhoods
- Comprehensive, connected parks and open space system
- Environmental Improvements
- Sense of Place
- Appropriate Scale

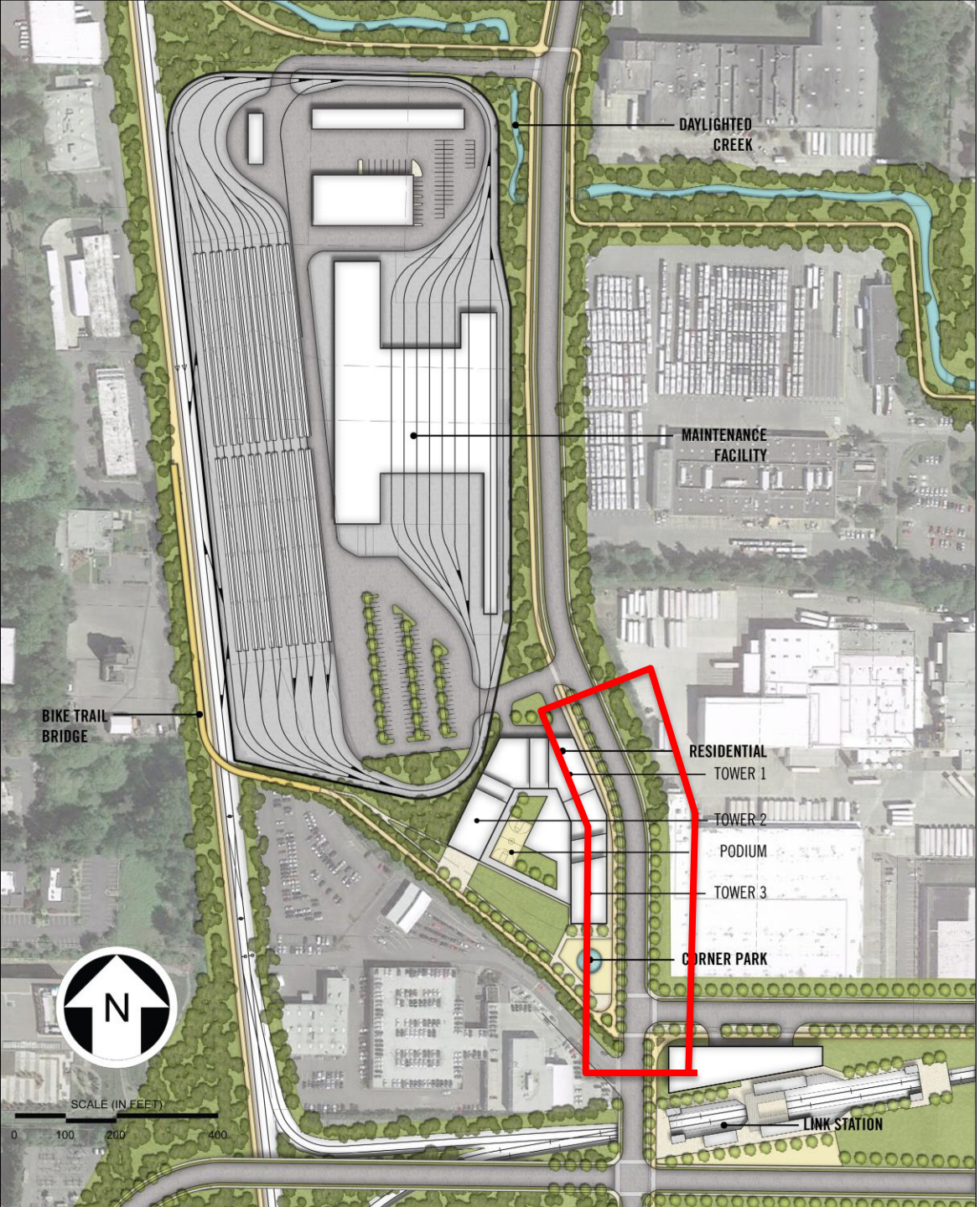
Goals

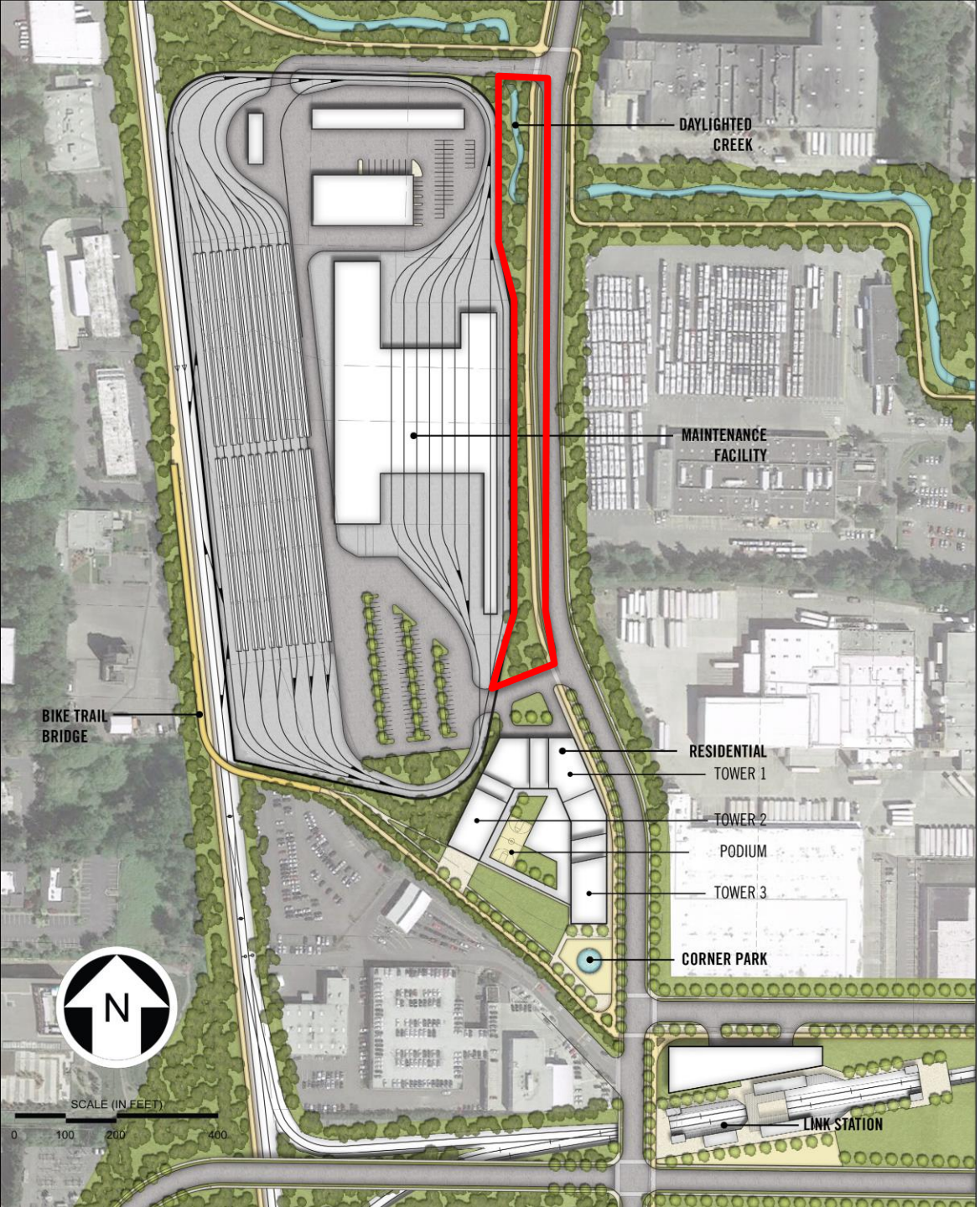
- Mixed use development around station hub
- Support development on surrounding sites (particularly across 120th Ave.)
- Screen OMSF from surrounding areas
- Preserve operations at Barrier Automotive
- Create link to Eastside Trail
- Create neighborhood park
- Daylight Kelsey Creek

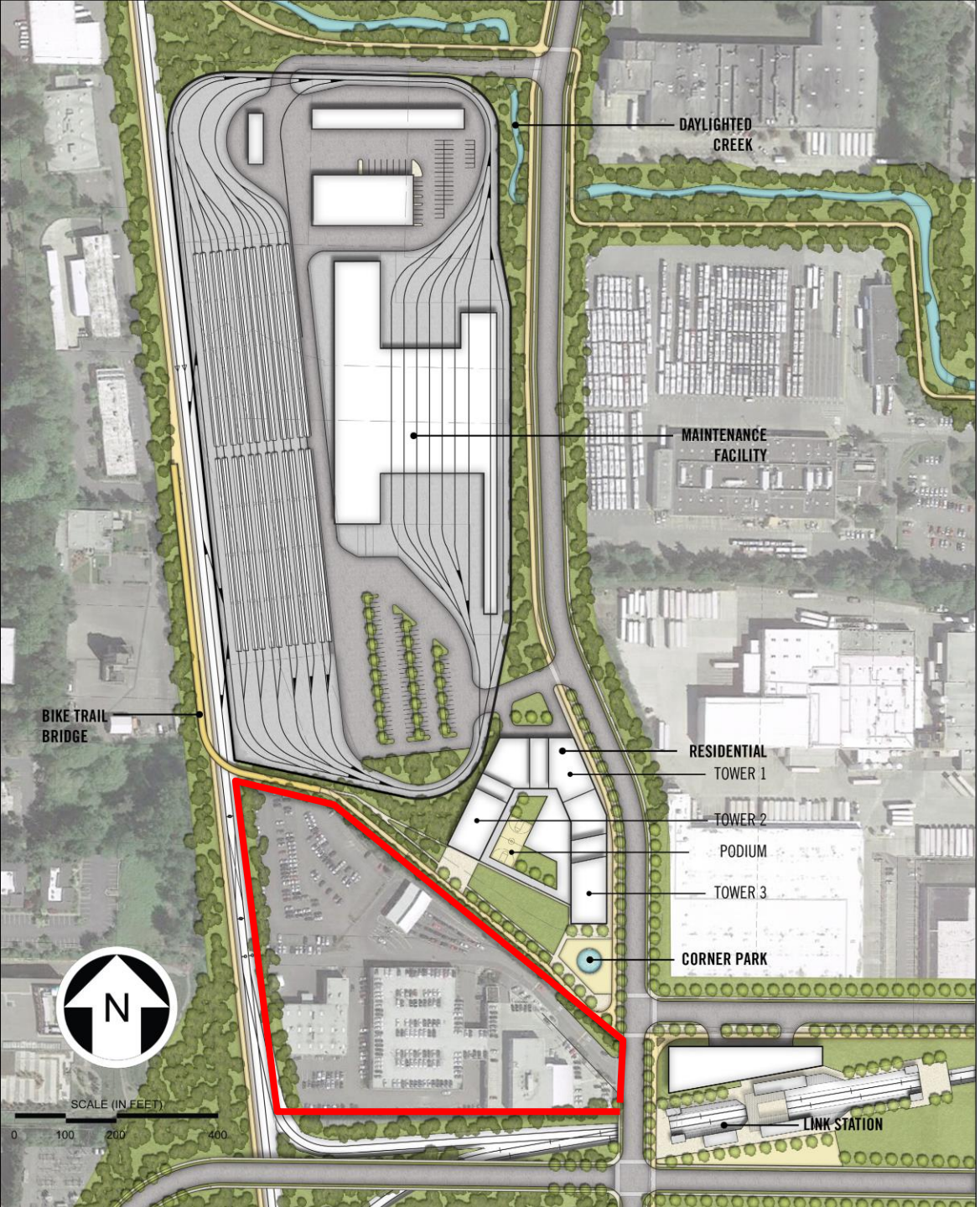

DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400

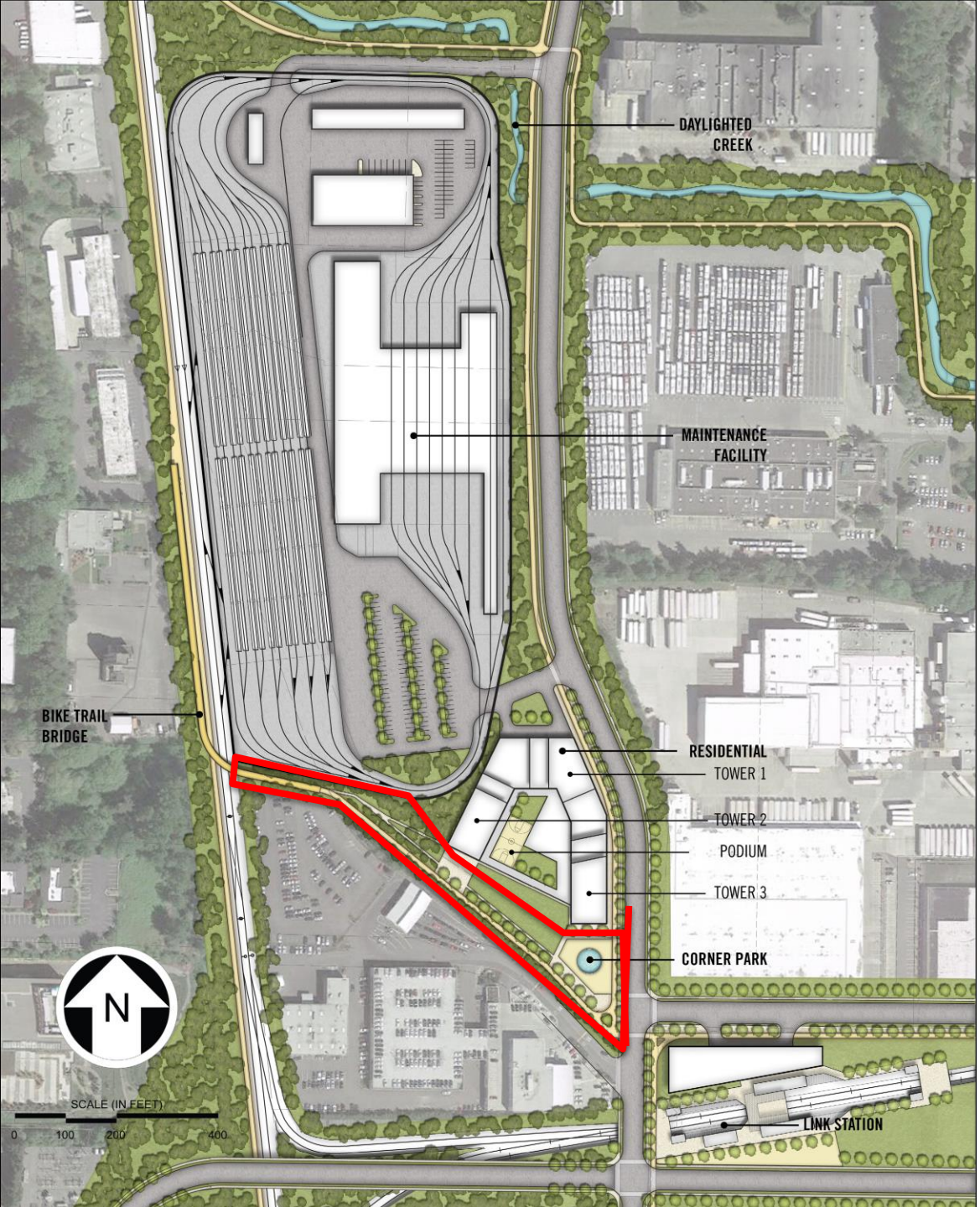

DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400

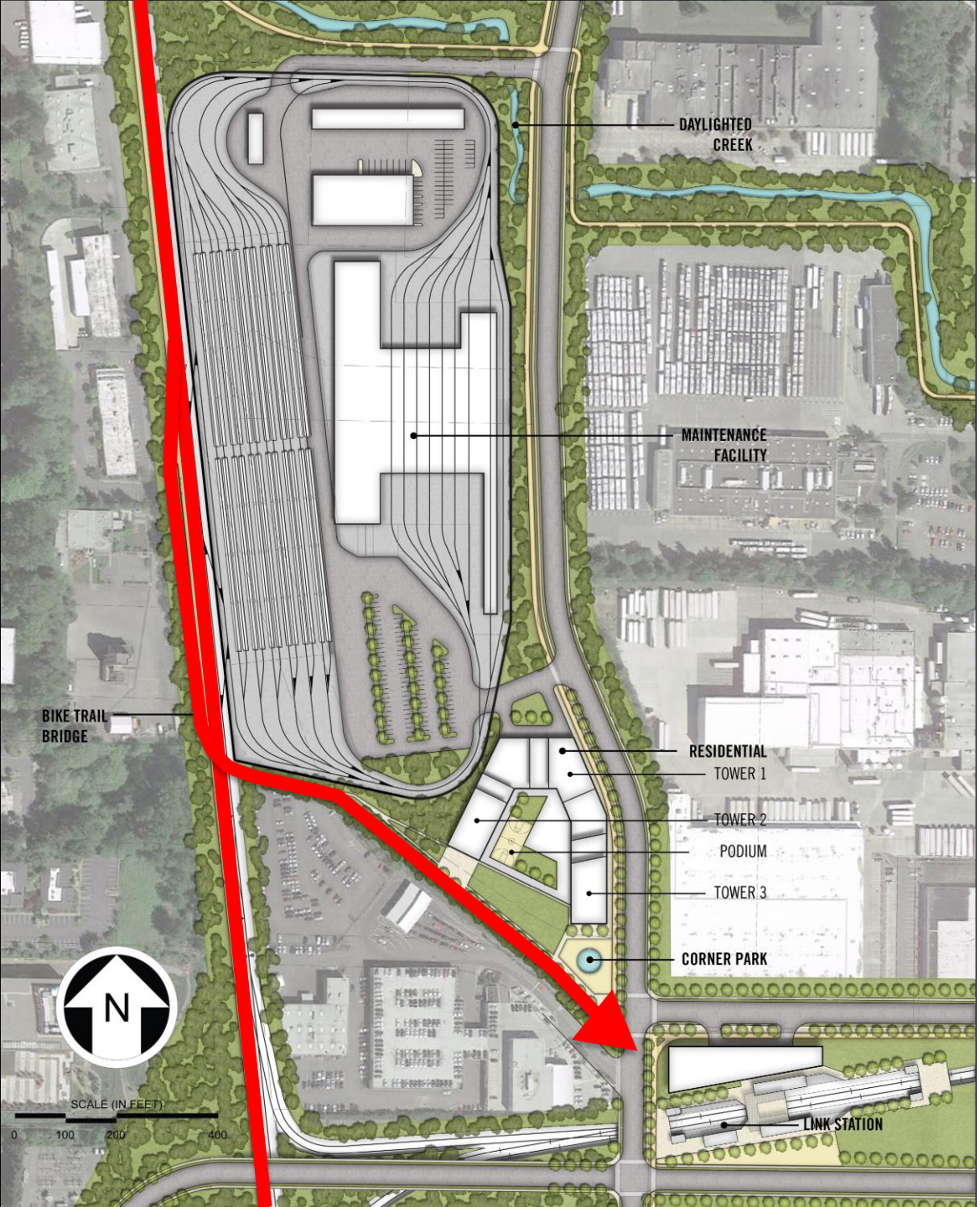

DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400

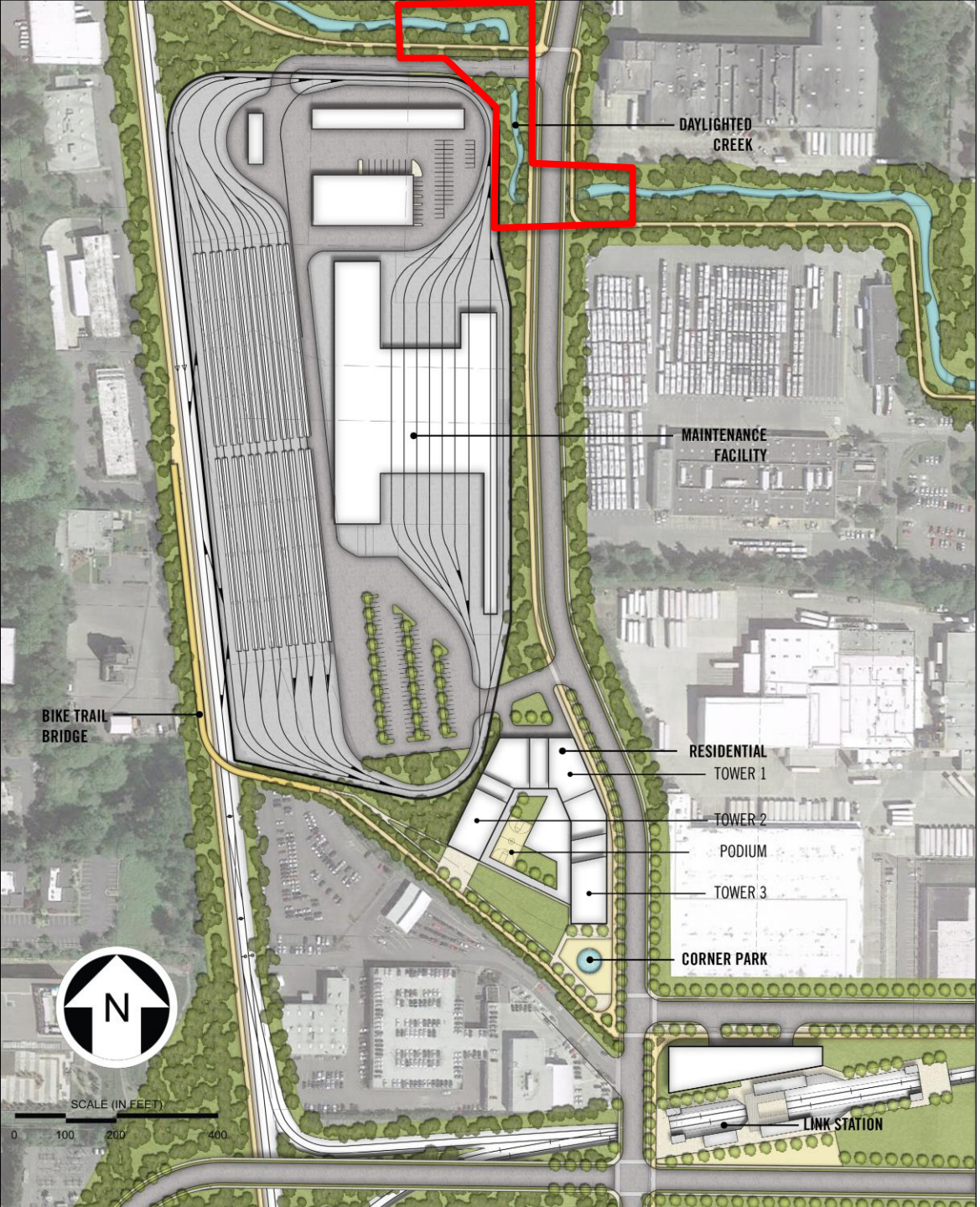

DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400

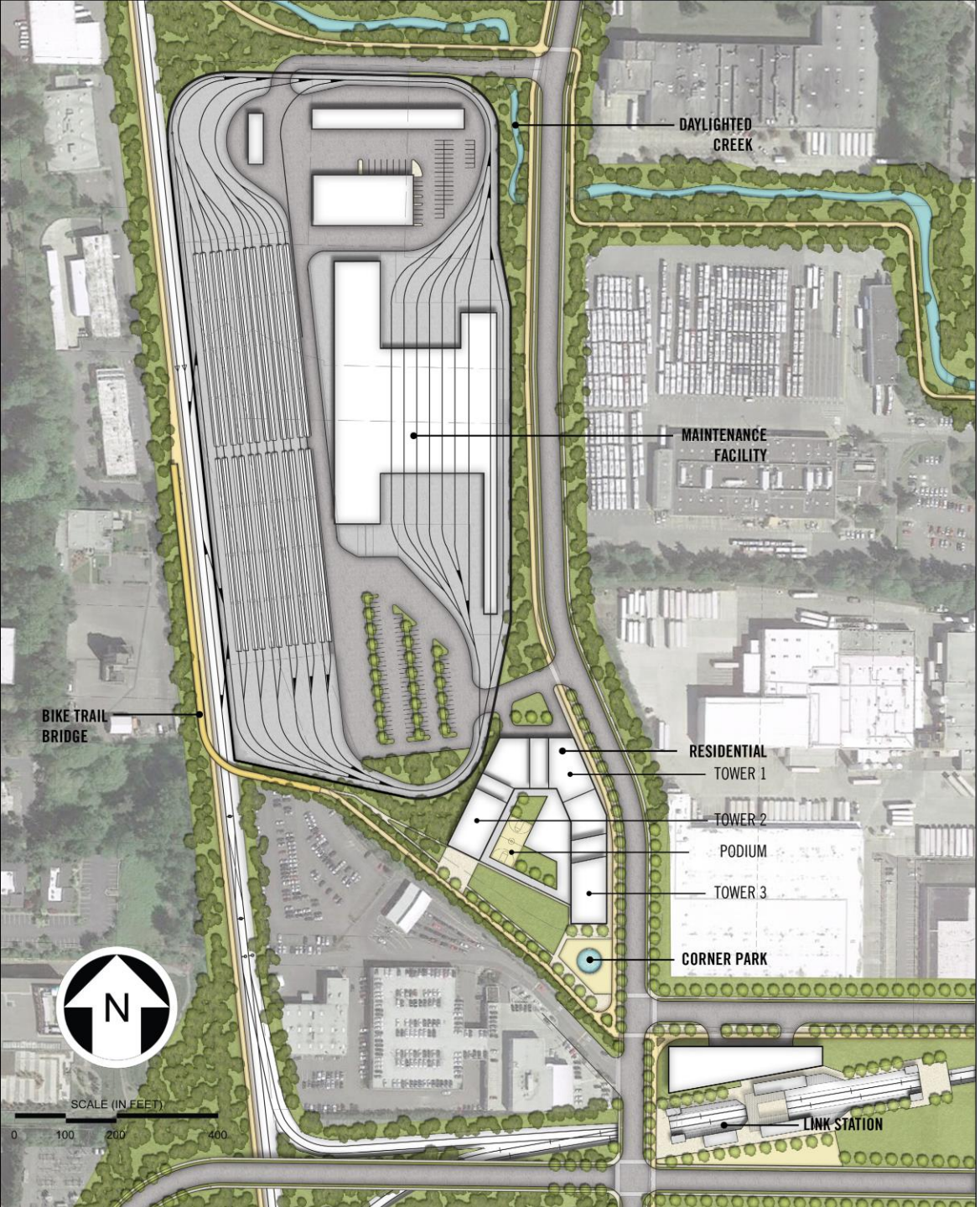

DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400


DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400


DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400


DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400


DAYLIGHTED CREEK
MAINTENANCE FACILITY
BIKE TRAIL BRIDGE
RESIDENTIAL
TOWER 1
TOWER 2
PODIUM
TOWER 3
CORNER PARK
LINK STATION
N
SCALE (IN FEET)
0
100
200
400

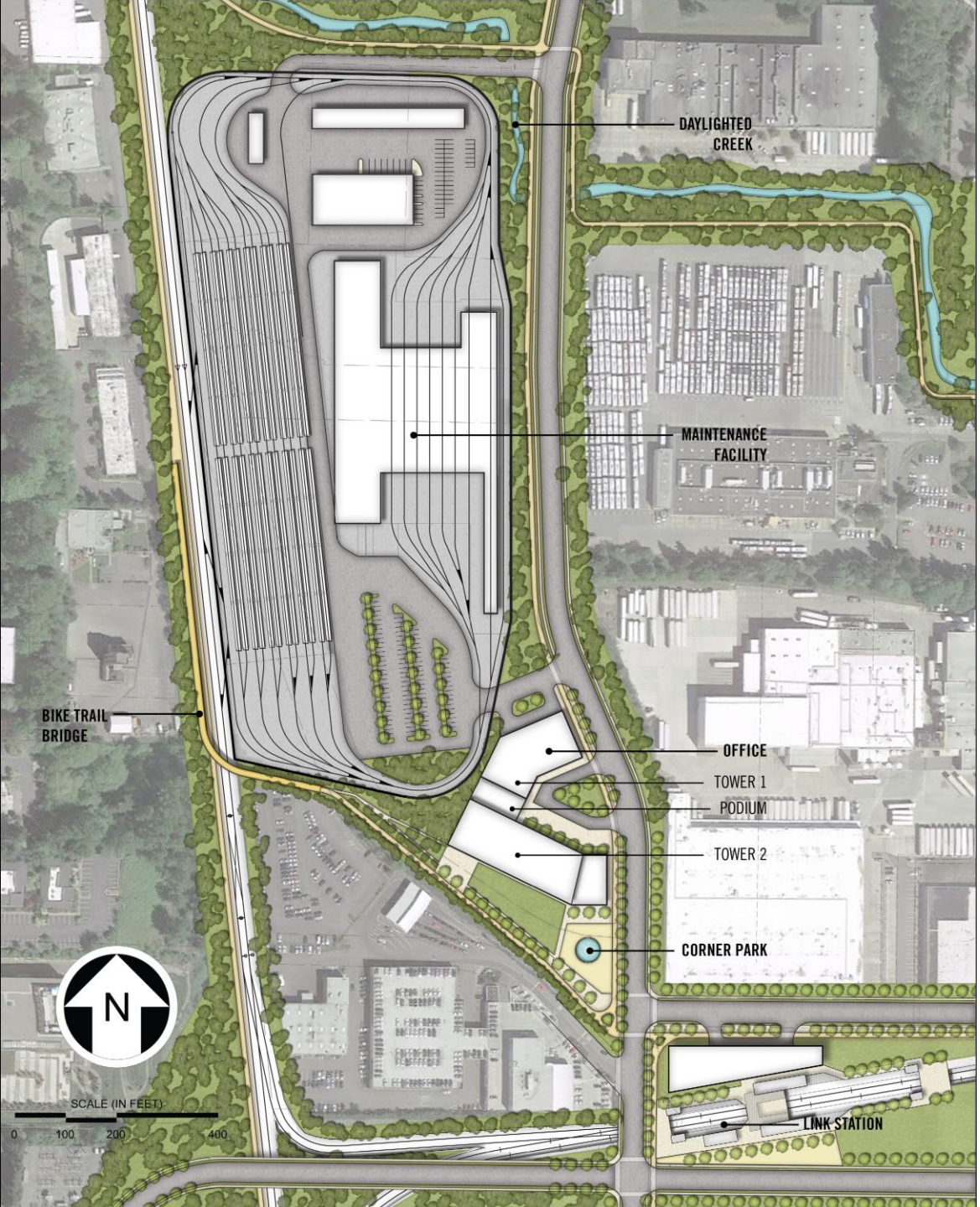


Option 1 (residential):

382,000 ft^2 residential (280 units)

30,000 ft^2 retail

Parking per code



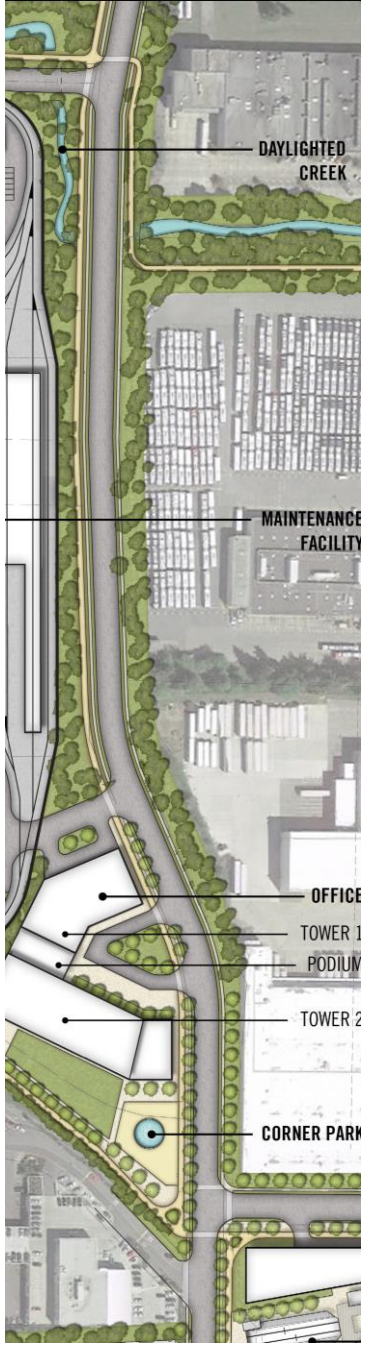
Option 1 (office):

392,000 ft^2 office

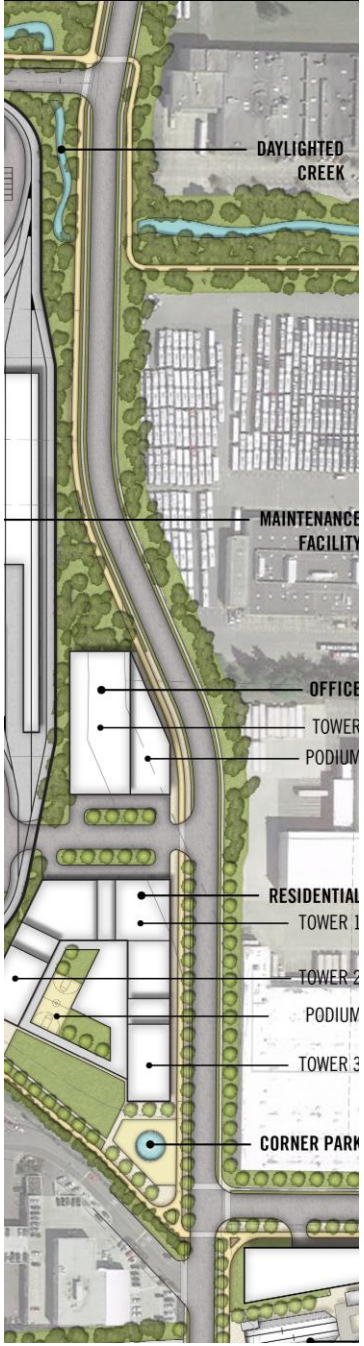
30,000 ft^2 retail

Parking per code

Options for moving 120th Ave.

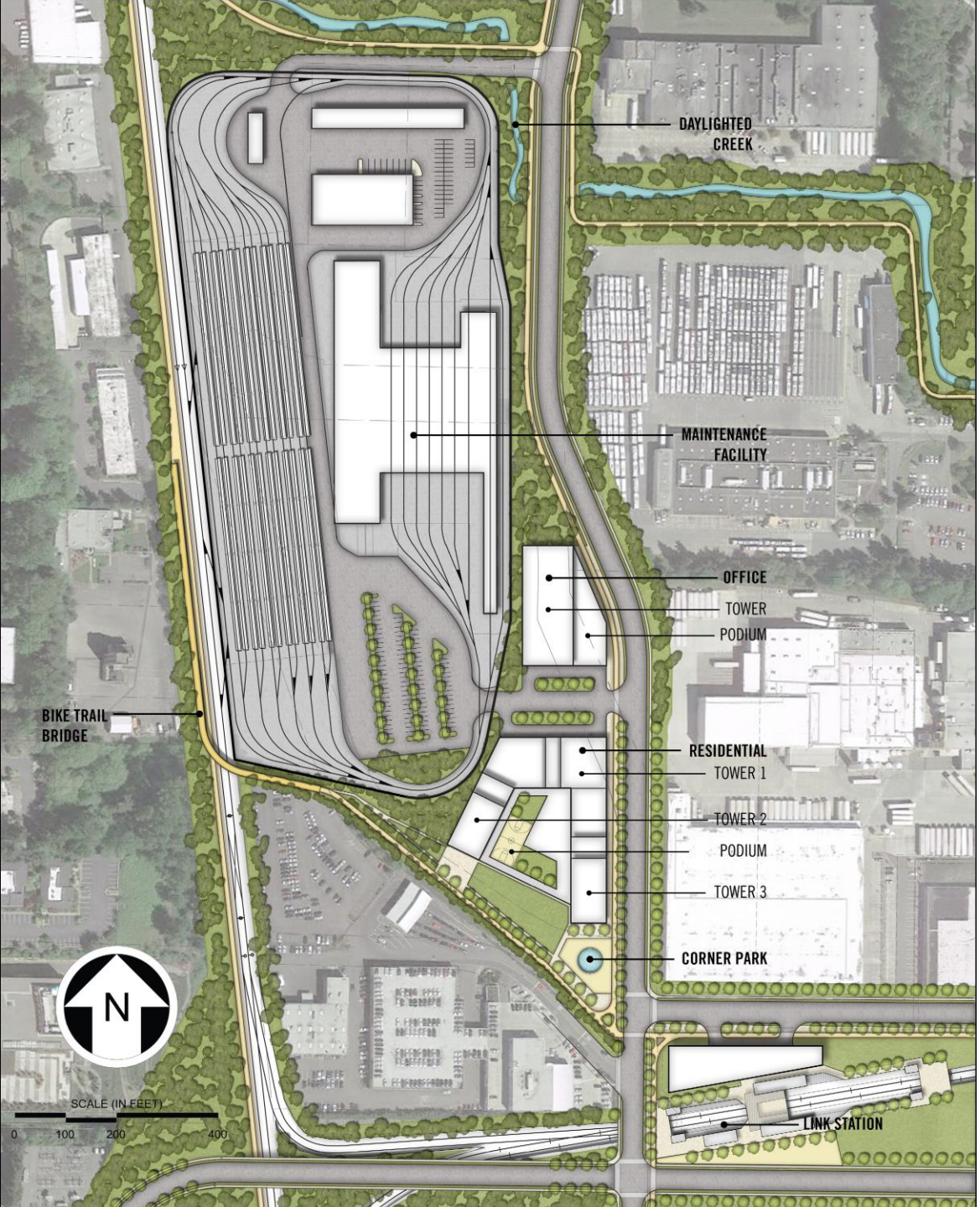


Option 1



Option 2

Option 3



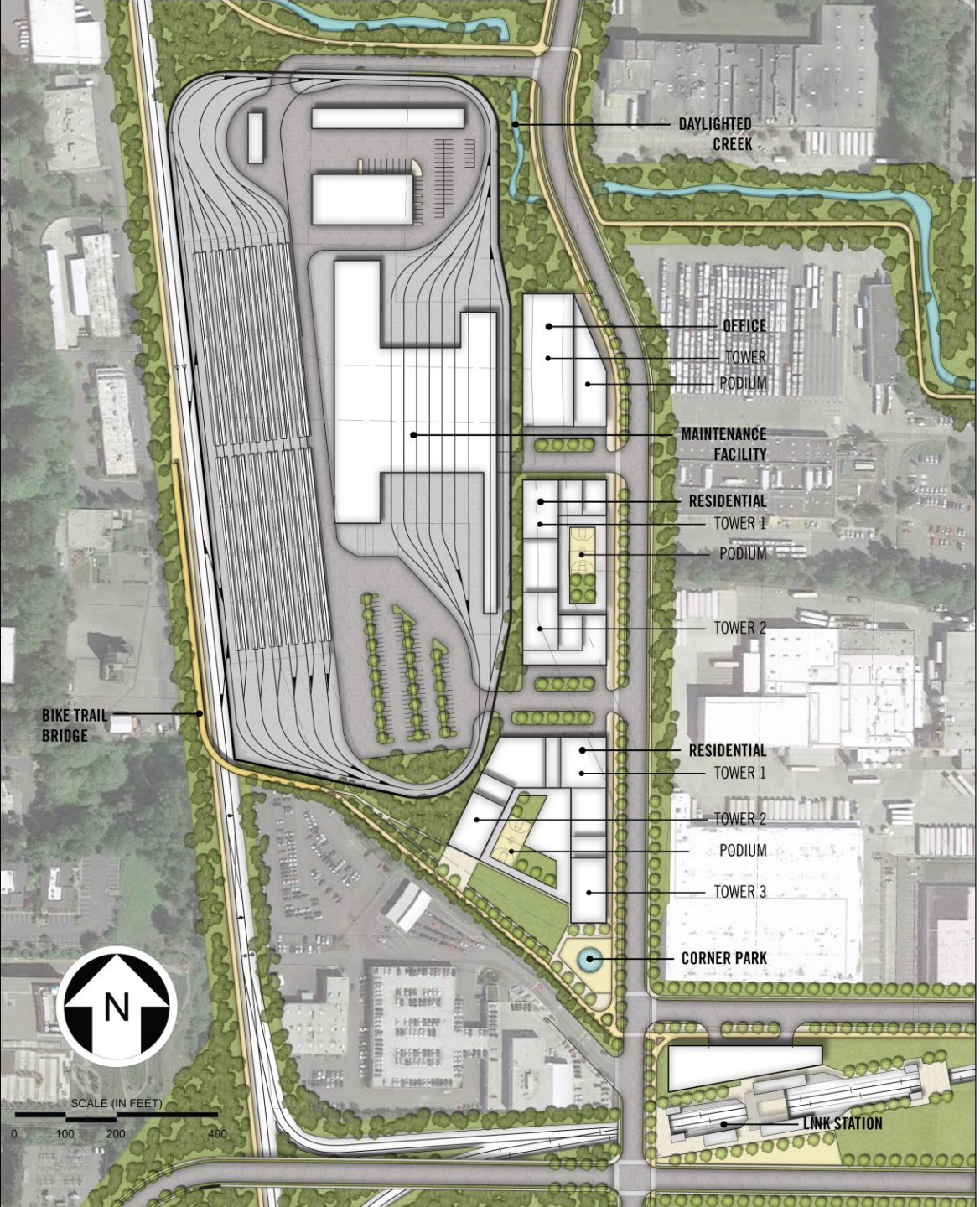
Option 2:

388,000 ft^2 residential (280 units)

185,000 ft^2 office

30,000 ft^2 retail

Parking per code



Option 3:

825,000 ft^2 residential (600 units)

200,000 ft^2 office

30,000 ft^2 retail

Parking per code

Goals

- Mixed use development around station hub
- Support development on surrounding sites (particularly across 120th Ave.)
- Screen OMSF from surrounding areas
- Preserve operations at Barrier Automotive
- Create link to Eastside Trail
- Create neighborhood park
- Daylight Kelsey Creek

BNSF site: TOD opportunities

- Development in all BNSF options can be built in parallel with OMSF construction (and could be open in time for East Link service start)
- Sound Transit can use TOD policy to enable early development of the site
- None of the BNSF options precludes later air rights development

Questions?